

CONTEMPLATED IMPROVEMENTS IN
WHITECHAPEL AND SPITALFIELDS.

The fourth Report of the Metropolitan Improvement Commissioners has been published during the past week. It bears date the 23rd of April, 1845, and refers exclusively to the present defective communications in the locality of Whitechapel and Spitalfields.

The report states that "all the houses required for the proposed improvement in Spitalfields have been purchased and pulled down; that advantage has been taken of the present state of the ground to build, throughout the whole extent from Spitalfields Church to the Thames, a sewer of large and ample dimensions, for the drainage of that district; and that it only remains for the commissioners in whom the execution of the improvement is vested to take the customary measures for the letting of the ground, in order to make it available for all the purposes at present contemplated by the legislature.

It is alleged, however, by the local committee,* that the objects for which this improvement was originally devised and recommended to Parliament are at present but imperfectly fulfilled. They advert to the existing communications between the immediate vicinity of Spitalfields Church and Shoreditch; they allege that if the line of street already formed is to be the main channel of communication between the Woods and the north and north-western portions of London, such outlets as these would be wholly inadequate to the exigencies of its increasing traffic; and they urge that, for purposes so important to the trading and other interests of the district, its northern terminus should be at once extended to the nearest leading metropolitan thoroughfare, and thence to the great leading commercial communications of Old-street and the City-road.

From the evidence appended to the report of the Select Committee of 1840, the ultimate expediency of this extension would appear to have then suggested itself; and a plan for lines of street from Spitalfields Church to the terminus of the Eastern Counties Railway in Shoreditch, and thence to the junction of the City-road and Old-street, to have been prepared for, and discussed by that committee. The estimated net cost of the first-mentioned of these improvements was 40,200*l.*, and of the second 112,000*l.*, upon the lines of which a plan is annexed to this report.

Your Majesty's Commissioners have had before them and examined Mr. Pennethorne, by whom these estimates were prepared and submitted for the consideration of that committee. Mr. Pennethorne, as the surveyor of the Commissioners of your Majesty's Woods, is intrusted with the superintendence of the various metropolitan improvements under their direction; and having since acquired extensive experience in the valuation of property in this district, he adheres to the opinion then expressed, that the ultimate cost to the public would not exceed the sums respectively mentioned.

Upon an attentive consideration of the reports and the proceedings of the several select committees on metropolitan improvements heretofore referred to, and after very careful inquiries instituted on the part of this commission, your Majesty's Commissioners are of opinion that the communications in the eastern portions of the town are still exceedingly defective; that, in continuation of the improvement now in progress, the lines at present before them suggested the best and the least expensive that can be adopted; and that, ultimately, for the completion of that improvement, it may be found expedient to carry both of them into execution.

From the statements submitted to this commission by the parties whose memorials are appended to this report, your Majesty's Commissioners are also fully disposed to believe that the same lines would effect a great amelioration in the general condition of the district through which they would be carried.

But looking to the pressing circumstances more immediately suggested for their consideration, in connection with the line of street leading from Whitechapel to the front of Spitalfields Church,—to the very narrow

and defective thoroughfares which at present form its northern terminus; to the near approach of the period at which it will be opened for the reception of traffic; and to the obvious disadvantages under which, both on that account and until its final character and destination be decided, the letting and appropriation of the ground, throughout the whole line of this improvement must be conducted,—your Majesty's Commissioners are of opinion that the first portion of the plan suggested to the Select Committee of 1840, is that which calls for the more immediate attention of Parliament.

They recommend, therefore, that out of any moneys to be hereafter raised as a fund for metropolitan improvements, provision should be made for the completion of a line of street from Spitalfields Church to the station of the Eastern Counties Railway in Shoreditch, according to the plan and estimate referred to in this report."

OUR KNOWLEDGE OF CURVES.

SIR,—It appears that "elementary outline," and "geometrical forms" are a part of the instruction, or should be so, of the "School of Design." This, coupled with the "general consideration of geometrical figures," and the "discussing the properties of the oval" by the "Decorative Art Society," noticed in "THE BUILDER" of last week, induce me to direct attention to "the Septenary system of generating lines by simple continuous motion."

The very word "oval" shews clearly the want of information, and your beautiful engraving of the "Mausoleum of the Orleans Family," although made from a Daguerreotype plate, which no doubt was correct, shews us clearly that either your draughtsman, or engraver, or both, have the general incorrect idea of the representation of circles in different positions.

Much may be said, and ought to be said, on *Lines*, as elementary instruction, both for design and construction. On the right line—the circle—the ellipse—the parabola and the hyperbola—the archoids—the cypoids and the cycloids. On the different characters of varying lines, without contrary flexure, as well as on those variously and beautifully inflected and waved lines, which together, are the very A B C of design, and the mine for true lines of beauty; and on the simple means by which so many of these can be so easily traced.

The necessity for knowing practically something more of curves is, becoming more obvious, and it will be found strictly true, that geometry is the true foundation of all that is graceful in outline, and the origin of true curves and correct taste in ancient art.

The elementary principles of the septenary system for producing curved lines upon a plan are few; viz., a point, a right line, and a circular line, the simple elements of geometry.

When any object in nature is seen most perfectly developed, what is more common than to say, in admiration, how mathematically correct!

It must not be supposed that it is considered every artist ought to be a mathematician, as that word is more particularly understood. The equation of a curve will not give an artistic feeling to the consideration of a line; but, on the contrary, greatly increase the labour of investigation in that respect, when compared to the simple mode of knowing a curve (as you know your friend) by appearance, and by the method by which it can be traced.

The Geological Society, it appears, sprang from a small beginning,—a meeting at Dr. Babington's: and from a meeting to discuss the proportions of a few curves may arise a society for collecting information on the various characters of lines, the simple modes by which they may be traced, and their applications to designs in every department of art.

I am, Sir, &c.

JOSEPH JOPLING.

29, Wimpole-street.

THE PRESIDENT OF THE ROYAL ACADEMY.
—Sir Martin A. Shee, in consequence of the state of his health, has resigned the office of president of the Royal Academy.

LIST OF NEW PATENTS RELATING TO
ARCHITECTURE, ENGINEERING, &c.,
GRANTED FOR ENGLAND.

Published by Mr. A. Prince, of the Office for
Patents of Inventions, Lincoln's-Inn Fields.

[SIX MONTHS FOR ENROLMENT.]

Richard Prosser, of Birmingham, civil engineer, for improvements in the manufacture of metal tubes, and in the machinery and apparatus for producing the same. May 1.

Charles Attwood, of Bishop Oak, near Walsingham, Durham, esquire, for certain improvements in the manufacturing of iron. May 3.

William Radley, Laburnum-terrace, Kingsland-road, engineering chemist, for certain improvements in the production of gases, and for their application to purposes of general illumination, and in the apparatus and machinery to be employed in manufacturing, measuring, and distributing the same. May 3.

James Foreman, of Ranelagh-road, for certain improvements in the construction and manufacture of pipes and tubes applicable to locomotive purposes, and to the conveyance of water, gas, and other fluids. May 6.

Charles Wheatstone, of Conduit-street, esquire, William Fothergill Cooke, of Kidbrooke, Blackheath, esquire, for improvements in electric telegraphs, and in apparatus relating thereto, part of which improvements are applicable to other purposes. May 6.

Joseph Hill, of Ipswich, wire-worker, for improvements in the manufacturing wire fabrics for blinds and other uses. May 6.

George Duckett Barber Beaumont, of Sandy Combe Lodge, Twickenham, Middlesex, for improvements in propelling carriages. May 8.

William Prosser, jun., of Pimlico, Esq., and Jacob Brett, of Hanover-square, gent., for improvements in railways, and in propelling railway carriages. May 10.

John Mellar Chapman, of Newcastle-upon-Tyne, banker, for improvements in the manufacture of rails, and other parts of railways. May 10.

Frederick Ransome, of Ipswich, engineer, for improvements in combining small coal and other matters, and in preserving wood. May 10.

Thomas Wells, of Ware, whitesmith, for improvements in the construction of timber and other jacks and floor cramps. May 17.

Alexander McDougall, of Daisy Bank, Manchester, gentleman, for certain improvements in the method of working atmospheric railways. May 17.

Louis Antoine Ritterbrandt, of Gerrard-street, doctor of medicine, for certain improvements in the application of heat to boilers for generating steam, which improvements may be also applied to other purposes where heat is required. May 17.

Henry Deacon, of Ecclestone, for improvements in apparatus for grinding and smoothing plate glass, crown glass, and sheet glass. May 22.

Jeremiah Simpson, of Burnley, oven-builder, and Joshua Seddon, of the same place, earthenware manufacturer, for an improved method of constructing the flues and interior arrangements of ovens and kilns used by manufacturers of china and earthenware. May 24.

Richard Fell, of Crown-street, Finsbury, plumber, for certain improvements in the generation and application of steam, and in obtaining and applying motive power. May 24.

Julius Adolphus Demold, of the city of London, merchant, for improvements in the construction of metallic boats and other vessels having curved surfaces. May 24.

John Constable, of the city of London, merchant, for certain improvements in the manufacture of gas for lighting and heating. May 24.

William Prosser, jun., of Pimlico, esquire, and Jean Baptiste Circano, of Milan, gentleman, for improvements in working atmospheric railways. May 24.

Henry Pinkus, of Great Marlborough-street, Middlesex, esquire, for improvements in obtaining and applying motive power to impelling machinery. May 24.

John Masters, of Welford, Leicester, gentleman, for certain improvements in trouser fastenings, and in attaching the same, and also in the application of an elastic material or fabric to trousers and other articles of dress. May 31.

* A committee of the district of the Tower Hamlets, for watching the progress of Metropolitan Improvements in that neighbourhood.